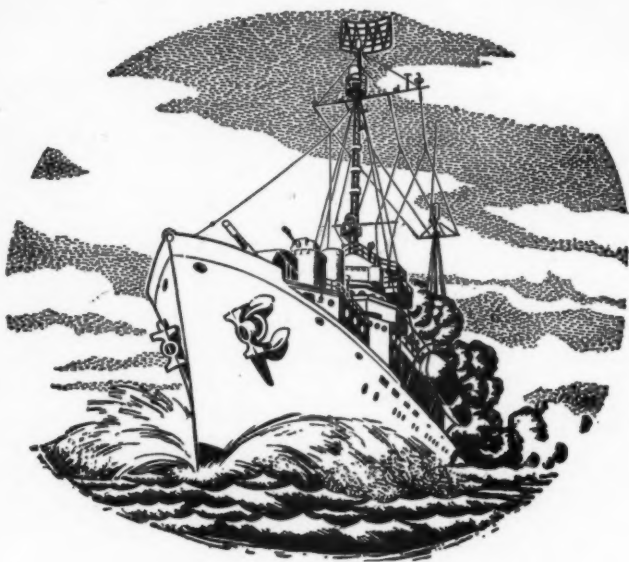


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GENERAL INFORMATION

U. S. COAST GUARD



BULLETIN



JANUARY 1953

VOLUME 8

CG 134

NUMBER 7

This Copy Intended for Ten Readers
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**The Printing of This Publication Has Been
Approved by the Director of the Bureau
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U.S. COAST GUARD BULLETIN...



Washington, D. C.—January 1953

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The Coast Guard in 1952

Expansion Felt in S & R and Port Security Duties

The Coast Guard expanded moderately in 1952 to meet, in part, military requirements for search and rescue facilities in Atlantic and Pacific overseas areas, and to provide additional port security coverage.

Regular functions embrace maritime law enforcement, saving of life and property, operation of maritime aids to navigation and of loran stations for trans-ocean civil commerce and military needs, icebreaking, operation of ocean (weather) stations, promotion of safety and efficiency of the merchant marine, and military readiness.

For search and rescue operations the Coast Guard maintains an organization of surface craft, aircraft, lifeboat stations, bases and radio stations. During the year the Coast Guard responded to 15,555 calls for assistance and rescued from peril or saved the lives of 5,855 persons.

The annual International Ice Patrol in the North Atlantic was conducted from 13 February to 16 June, and the annual Bering Sea Patrol was carried out by the *Northwind*.

Ships of ocean weather stations provided search and rescue, communications, air navigation facilities and meteorological service in areas traversed by the United States and other cooperating governments. They transmitted 61,488 weather reports, made 52,080 radio contracts with aircraft, rendered assistance to 35 cases and cruised 807,912 miles.

The Coast Guard operated five stations each in the North Atlantic and Pacific. One other Atlantic station was maintained by the Coast Guard two-thirds of the time, with Netherlands operating it the remaining third.

The Coast Guard operates 36 loran stations supplying long range navigational service to aircraft and ships. A total of 37,838 aids to navigation were maintained in continental and territorial waters and at overseas military bases. During the year 929 new aids were established and 882 discontinued.

During the year no passenger lost his life as a result of casualties on inspected and certified American passenger vessels.

Marine casualties totaled 2,879, of which 2,072 received detailed investigation. There were 312 lives lost in 86 marine casualties, and ten vessels over 1,000 gross tons were lost.

In the Port Security program 304,191 longshoremen, warehousemen, pilots, waterfront workers and persons to be employed on merchant vessels were screened to determine whether they were security risks. In the fiscal year, 170,328 merchant mariner's documents and 188,301 port security cards were issued.

Larger Coast Guard vessels consisted of 192 cutters of various types, 62 patrol boats, 36 lightships, 42 harbor tugs and 10 buoy boats, an increase of 14 vessels over the previous year. In addition, the Coast Guard had in operation 262 motor surfboats, 177 motor lifeboats, 1,254 miscellaneous motorboats, 1,966 non-powered

boats and 75 barges. Shore establishments included 12 district offices, 9 air stations, 151 lifeboat stations, 333 manned light stations, 60 light attendant stations, 36 loran transmitting stations, 46 marine inspection offices, 6 merchant marine details in foreign ports, and 1 shipyard. Aircraft in operation included 113 fixed and rotary wing craft.

Military personnel on active duty was 3,151 commissioned officers, 459 commissioned warrant officers, 357 cadets, 479 warrant officers, and 30,636 enlisted men as compared to 25,375 enlisted men in 1951. The authorized force of civilian employees was 2,467 salaried personnel, 3,366 wage board employees and 595 part-time lamplighters.

The United States Public Health Service provided 82 officers for Coast Guard duty as follows: 34 medical officers, 38 dental officers, 9 nurse officers and one scientist officer.

Port security training was a major program, with 42 Organized Reserve Training Units in operation with 268 officers and 2,849 enlisted men in paid drill status. Reserves on inactive duty numbered 9,295 of whom 2,588 were commissioned and 6,707 enlisted.

The civilian Auxiliary in 151 communities had 12,804 members and 7,596 facilities whose primary activity is to promote safety in the operation of small boats.

OCS Is Open to Other Members of Armed Forces

The Coast Guard Officer Candidate program is open to a member of any other component of the Armed Forces but is subject to the following conditions: (1) he must not be on active duty and must not have received orders to active duty; (2) he must understand that should he receive active duty orders while his application is in process in the field his application will be rejected; (3) he must submit a statement signed by an authorized official of his component that he will be released from that service upon en-

listment for the Officer Candidate School; (4) he must fully understand the above conditions and be advised that he must immediately inform the reserve director of any change in his military status, including induction, or receipt of orders to report for active duty. The reserve director, in such cases, immediately forwards notice of any change in status; (5) an applicant may apply 120 days prior to receipt of college degree. Applicants are eligible provided they have graduated or will graduate from an accredited college or university with a baccalaureate degree and have completed or will have completed a minimum of 120 semester hours, or its equivalent. An applicant in this status shall be required to furnish as one of his supporting papers a transcript of credits earned at the date of application together with a statement from proper school authority showing his present schedule and the date on which he will be awarded his degree provided he passes all subjects.

Recruiting Personnel Are Reminded of Their Duties

The Commandant has reminded recruiting personnel that they are selected for their intelligence, good conduct, military bearing and appearance. In many communities the recruiting station is the only Coast Guard activity. Its members must make the very best impression on the public.

Officers in charge of recruiting stations are responsible for the efficient and economic operation of the activities in their area. Recommendations which might further efficiency and economy of operation of recruiting stations as a whole should be submitted via the District.

Moreover, the Commandant, reminds recruiting officers that they should actively participate in recruiting for training units of the CG Reserve in their vicinity. In addition, assistance, advice and instruction should be given to reserve activities when requested.



COAST GUARD COMMISSARYMEN aboard the cutter *Absecon* based at Berkley, Va., exhibit their handiwork, a replica of their ship in pastry. The pastry "cutter" was launched, eaten and enjoyed during the ship's Christmas party held early due to a patrol commitment in the north Atlantic on Christmas and New Year's. The galley crew above, from left to right, are: James H. Strickland, CS1; Charles V. Andres, CS2; James V. Ruth, SNCS; Richard A. Murphy, CS3 and Vincent B. Paolone, CS2.

New Appointments For Temporary Service Made

Recent appointments made by the President to the commissioned and warrant grades for temporary service and announced by the Commandant include the following: Karl O. A. Zittel as captain; William D. Strauch, Jr. and Robert F. Barber as commanders (ranks dating from 24 November); Paul Morosky, Frank M. Fisher, Jr.; Rufus S. Drury, John J. Doherty, David L. Davies, Jr., Donald A. Caswell as lieutenant commanders; Donald M. Chapman, LeRoy Reinburg, Jr., Robert E. Deaver, Walter C. Ochman, Maxwell S. Charleston, Richard C. Taylor, Paul W. Tift, Jr. and William R. Weadon as lieutenants (ranks dating from 26 August); John W. Ellis, chief pay clerk and Elbert S. Hendrix, pay clerk.

White Pine and Owensboro Depot Take 2nd Dist. Award

The CGC *White Pine*, commanded by BOSN C. W. Day, won the major unit award in the Second District's Military Proficiency Trophy while the CG Depot at Owensboro, Ky., under the charge of J. D. Dailey, BM1, won the minor unit award.

This perpetual award is made to units that excel during the military refresher training exercises held annually at Fort Knox, Ky. Factors governing the scoring are: marksmanship, infantry drill, bayonet drill, conduct, smartness and military bearing.

It was necessary for the tie for first-major unit honors between the *White Pine* and the Louisville LB Station, BMC R. J. Weber, be decided by CDR Christian Couser, CO of the Training Detachment, after a personal visit to the two units.

Mystery!

Where Do Radiomen Come From?

by Thomas J. Breslin, Jr., RM1 (P), USCG
CGC Halfmoon, 3rd Dist.

What's that? You say there's something in the Radio Room?—Pause—Oh! That's only the Radioman! You know what they are. Radiomen are the people who control the nerve center of the ship in an ever alert manner. SHHHH!! You're liable to wake him up!

I'll give you an example of the alertness of a radio man. You've heard of the Auto Alarm that automatically rings a bell when an SOS is being sent? Well, there is a similar mechanism inside a radioman's head. Of course, like everything mechanical it too can fail to function. Therefore, an occasional distress may be missed by the radioman. However, they are very ingenious creatures and in case they miss a distress, they always have an excuse. (Some of which are really dillies!) For example, when asked by the OOD, "What happened on that distress?" he will jump up and say: "Distress?" "What was his call sign?" "What time was it?" IT DIDN'T HAPPEN ON MY WATCH!

Contrary to popular belief, radiomen are not crazy! (Of course, there are those who may say this is a matter of debate.) To explain further, a radioman has two separate brains. One perfectly normal, which is destroyed during the process of learning radio, and another which is in constant state of turmoil and is used proficiently in his work. Radiomen are like ground hogs. They seldom, if ever, see the sun: coming up topside only on Saturday mornings at the request of the Commanding Officer. If the sun is shining, and he sees his shadow, he immediately goes below and everyone knows that there will be more days!

Sitting at his typewriter, a radioman receives an endless story of the world flowing through his head, unable to get out because both are stopped up with head phones. Eventually, the stuff flows

out through his fingers and is given out as press news, weather reports, transfer orders, and etc.

Radiomen live on black coffee and cigarettes all through the long mid-watches. They sit and dit-dah, so tired of it all, wondering why they ever chose radio as a profession. Then when they get off watch they hurry home to their "ham sets" and dit and dah to their hearts' content.

It is often asked, "Where do radiomen come from?" Well, about the only answer I have to venture for that is the following poem:

The smell of the tide's in his blanket;
The salt of the sea's in his eye;
His feet are tangled in sea weed;
He breathes with a rasping sigh.
He plods on his beat while on duty,
A timeclock clasped firm in his hand,
And carries on long conversations,
With no one to hear but the sand.
He questions himself—then answers.
He laughs at his jokes and his wit.
If he with himself should argue,
He tears out his hair in a fit.
Then his mind, if he's got one—
it's doubtful—
Goes blank (they all do as a rule)
They pack up his gear in his seabag
And send him to Radio School.

In conclusion, I would like to say that, radiomen are found on most ships and in all radio stations and are quite harmless if left alone, and fed occasionally, granted leave and given good duty in the Third Coast Guard District.

Coast Guard Assists in Arctic Trip

Two Civilizations Meet and Work Together

A dog team trip in the vicinity of Cape Christian, Baffin Island, during a special hydrographic mission assigned to the Ice-breaker *Eastwind* afforded the opportunity for an exchange of new experiences for the Eskimo residents of the area and the Coast Guard crew.

As a unit of the Navy Task Force which resupplied far northern weather stations in the Arctic during the summer of 1952, the *Eastwind* crisscrossed Davis Strait and Baffin Bay on this phase of her trip in May. It was the first time that transit had been effected in the northern reaches of that area so early in the season.

The ship, at times, had to force her way through ice ranging from 6 to 10 feet in thickness. She had penetrated to a point within 25 miles of the Baffin Island shoreline when solid shore ice made further progress impossible.

Then, because certain hydrographic information was required in the vicinity, preparations had to be made for the transportation and return of personnel and equipment over approximately 40 miles of ice and snow. Capt. O. A. Peterson, commanding officer, took off in the *Eastwind's* helicopter for a native settlement at Clyde Inlet and, aided by a local native trader, arranged with the Eskimos for dog teams and sledges.

It took the teams 20 hours to reach the ship, guided by the helicopter. Equipment was loaded on the sledges, and the crew members who had volunteered for the rugged trek were eager to start. The Eskimos cracked their whips, dogs bent to the traces, and the party left about 2000. Later, with the temperature hovering around zero, the wind increased in velocity and brought a heavy snowfall. Anxiety for the safety of the party was dispelled on the following morning, however, when the "watch dog" helicopter scouted the trail and spotted the travelers still underway and in good spirits.

When the party had completed its work and returned to the *Eastwind*, the sledges were unloaded and the Eskimos were invited aboard for a hot meal of "civilized" food, and a movie. Knives and forks were new to them, but with a little coaching from the crew, the Eskimos managed to put them to effective use. Afterward, they watched the movie, enjoying the sound and action even though they could not understand what was being said.

As the *Eastwind* made ready to depart, it was learned that the native leader was setting out on a long trip farther north. He was offered a lift on the *Eastwind*, and graciously accepted. Getting his sledge and team aboard the ship was a new experience for all hands, since the dogs were reluctant to leave the ice and snow. Most of them had to be carried bodily up the gangway.

Two days later they were let off on the ice within 30 miles of their destination. Normally, the journey over rugged hills and ice in the bitter cold would have taken them two weeks.

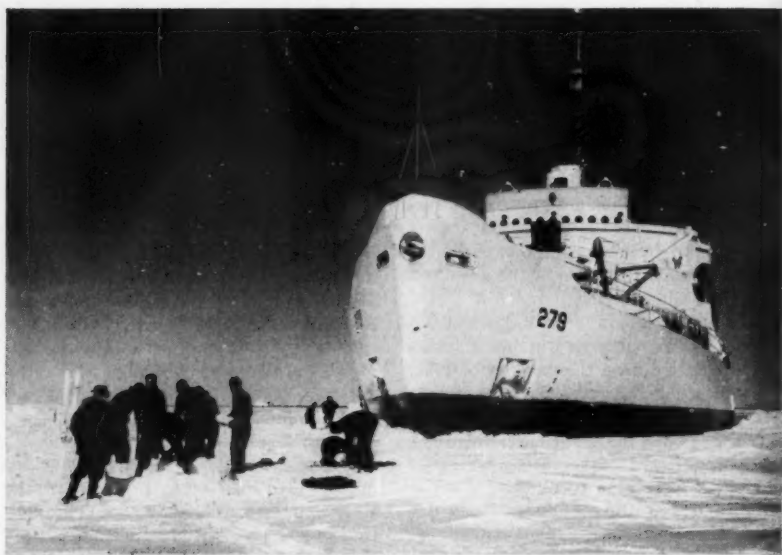
Three Receive Comdt's Letter of Appreciation

The Commandant has expressed his appreciation for the services of:

The Commander, 14th District for the outstanding performance of duty of the personnel under his command for the prompt and efficient restoration of service of the Loran Transmitting Station on Wake Island following typhoon OLIVE on 16 September 1952.

To Capt. William J. Austerman for the courtesies shown the Honorable John W. Snyder, Secretary of the Treasury, and his associates during a recent visit to Seattle and Victoria, B. C.

To Commander Albert E. Harned and Commander Glenn L. Rollins for the same performance of duty.



SCENES FROM THE ARCTIC TRIP given an assist by the CGC *Eastwind*. Top picture shows some of the crew trying their hand at an amateur job on an igloo while waiting for the dog teams to return. At the bottom is seen the furore which precedes the hitching of these animals to the sleds.



SHIPBOARD SCENES of the Eskimos mixing with another civilization. At top a young fellow has his troubles managing a fork, but with the aid of Chief Gunner's Mate Fred C. Langille of Everett, Mass., he soon gets the hang of it. Lower picture, a flash bulb exposure in a darkened room, shows the wonderment of the Eskimos as they enjoy an American motion picture.

Greenland Cosmic Ray Expedition

CG Participates With Use of "Eastwind"

During the summer months of August and September 1952, the Office of Naval Research carried out a series of high altitude cosmic ray investigations in the vicinity of the geomagnetic pole in northern Greenland. These measurements were made with scientific instruments and instrumented rockets carried to high altitudes by large constant level plastic balloons (SKYHOOKS) launched from the deck of the CGC *Eastwind* while cruising in Baffin Bay. The purpose of these experiments was to measure the charge and energy spectrum of the primary cosmic radiation, and the interactions of this primary radiation with the earth's atmosphere at high altitudes.

At the geomagnetic pole, the earth's magnetic field has a minimum of influence on the incoming cosmic ray particles. Measurements conducted at the "top of (or above) the atmosphere" at this location, represent the closest approach to the condition of the primary cosmic radiation as it exists in the solar system that can be measured from any place on the earth.

A group of nine civilian and naval scientists left the United States on July 25th and flew to Thule, Greenland where they met the *Eastwind* and other ships of the Arctic Resupply Mission. (Operation NANOOK 52-joint mission to Canadian—United States Weather Stations in the Canadian Arctic region) which had brought their scientific equipment from the United States. Aboard the *Eastwind* the scientists reached the most northerly latitude ever accomplished by a ship under its own power (within 442 nautical miles of the North Pole). On the way back from resupplying the weather station at Alert, NWT, on Ellesmere Island, they started conducting their high altitude experiments at the North End of the Kane Basin which is between Greenland and Ellesmere Island. Icebreakers are the only ships which regularly go into this

area which is frozen over almost all of the year.

The weather was a severe handicap. Launching of the balloons was possible only because of the ship's ability to create a no-wind condition by steaming downwind. The no-wind condition was necessary since the balloons were about as high as a 10-story building. In the severely restricted waters of the area which were dotted with mammoth icebergs, and in some places completely covered with ice, speeds to equal the wind are difficult to attain and on many days the wind or ice prevented balloon launching. It was only through effort on the part of Capt. O. A. Peterson, USCG, and the crew of the *Eastwind* that all 14 of the scheduled flights were launched.

Three types of experiments were made; balloon-rocket experiments, and experiments using balloon-borne scientific instruments (neutron counters and nuclear emulsions) in which the instruments are parachuted to earth. The latter types are the more common altitude cosmic ray experiments.

The balloon-rocket experiments, under the direction of Dr. James A. Van Allen, Head of the Department of Physics, State University of Iowa, measured the primary cosmic radiation above the earth's atmosphere. Navy "Deacon" rockets were launched suspended beneath the high altitude balloons. The balloon lifted the rocket up through most of the earth's atmosphere to an altitude where the rocket was fired almost vertically. Launched at balloon altitudes, the rockets went up to altitudes of about 40 miles.

This is the greatest height known to have been reached in these latitudes. Each rocket carried either a geiger counter, or an ionization chamber which measured the cosmic radiation. The data from the rocket was telemetered back to the *Eastwind* where it was recorded and analyzed. For this reason

it was unnecessary to recover the rockets after flight. The data obtained was in substantial agreement with what was predicted on the basis of similar measurements at lower latitudes.

Developed for the Navy Bureau of Aeronautics for high altitude meteorological research, the Deacon rocket is under 8" in diameter and over 10 feet in length. A special nose cone for cosmic ray research was developed by Dr. J. A. Van Allen and substituted for the usual nose cone.

By using balloons, smaller rockets can be used to go to altitudes formerly attained by larger more complex rockets.

The neutron counter experiments, under direction of Dr. Martin J. Swetnick, of New York University, measured the intensity of the neutron component of the cosmic radiation as a function of altitude. These measurements are a continuation of experiments carried out at lower latitudes with the same type equipment.

Nuclear emulsion plates which record the passage of the cosmic radiation through the photographic material, were flown for the University of Chicago, University of Rochester, University of Minnesota, the Bartol Research Foundation, the Naval Research Laboratory, and the National Institutes of Health. These balloon-borne plates were successfully flown to altitudes of about 90,000 feet. One set of equipment landed on Ellesmere Island, another on the Greenland icecap, within some 10 miles of the coveted geomagnetic pole. The snow storms during the last of August and early September prevented Navy helicopters from recovering the equipment. Dr. Marcel Schein of the University of Chicago has offered a reward of \$100 for the return of this equipment and there is some hope that it may be recovered by the Greenlanders or Eskimos during the coming spring.

The high altitude balloons were flown by technicians from The Aeronautical Research Laboratory of General Mills, Inc., of Minneapolis, Minn. The balloons were made of polyethylene material one-thousandth of an inch in thickness and

were from 55 to over 100 feet in diameter when fully inflated. Inasmuch as the available area on the flight deck of the *Eastwind* was only about 60 by 60 feet, and the balloons measured up to 180 feet long when stretched out before being filled with gas, launching of the balloons was only accomplished by skillful handling and special techniques. This is the first time that the large plastic balloons have ever been launched from a ship as small as an icebreaker.

The balloons were launched from the *Eastwind* where all of the scientific work was carried out. The USS *Atka* (AGB-3) assisted in the program by tracking the balloons during flight and attempted to recover the scientific instruments when they came down by parachute. Three PB4Y2 aircraft of United States Navy Patrol Squadron Twenty Three based at Thule Air Base followed the balloons while they were in the air and located the impact spots where the equipment descended.

Of the 14 flights scheduled, all of the balloons were launched and 8 were successful in that the balloons and scientific equipment performed satisfactorily. As far as is known, this is the first time that these large high level plastic balloons have been launched and that high altitude rocket soundings have been made north of the Arctic Circle.

These experiments are part of a broad program of cosmic radiation investigations carried out under the Joint Program of basic research in nuclear physics of the Office of Naval Research and the Atomic Energy Commission. This program includes a systematic investigation at many locations over the face of the earth, of all properties of the cosmic radiation at sea level, and at mountain, balloon, and rocket altitudes. General Mills and New York University and State University of Iowa scientists hold ONR contracts for these investigations.

Tabulating and interpreting the data obtained will take several months. The scientific significance of these measurements will be reported by the respective laboratories.

House Members Compliment Economical CG Operation

"The United States Coast Guard is one of the most economically operated services in the country," in the opinion of members of the Treasury-Post Office Subcommittee of the House Appropriations Committee.

That opinion was expressed at a press conference in New Orleans recently by United States Representative J. Vaughan Gary of Virginia, chairman of the congressional group that has just completed an inspection tour of the Eighth Coast Guard District. He was speaking for himself and four other United States Representatives who had spent a week at sea aboard the Coast Guard Cutter *Tampa*, observing Coast Guard offshore patrol operations in the Gulf of Mexico, and who had inspected vessels and shore facilities at Brownsville, Houston, and Galveston, Tex.

The committee, consisting of Representative J. Vaughan Gary (Virginia), Representative Otis E. Passman (Louisiana), Representative Gordon Canfield (New Jersey), Representative Alfred D. Sieminski (New Jersey) and Representative Earl Wilson (Indiana), spoke to reporters from the New Orleans States, Item and Times-Picayune newspapers at the conference at the Roosevelt Hotel, and their statements published in byline stories in those papers.

Representative Gary also had words of praise for the Coast Guard's development of the Port Security Program in the Eighth District and offshore patrol operations in the Gulf of Mexico.

And he observed that the Coast Guard couldn't take a cut in appropriations without "curtailing the Port Security Program charged to them 2 years ago by Congress."

Representative Gordon Canfield who will assume chairmanship of the subcommittee in January added that the Treasury Department agencies, of which the Coast Guard is one, "Don't lend

themselves to the meat-ax approach," when it comes to budget slashing.

The Congressmen's tour of the Eighth District began at Mobile, Ala., where they boarded the Cutter *Tampa*. They were accompanied by James B. Howe, Clerk of the House Appropriations Committee; W. L. Johnson, United States Treasury Department budget officer; David B. Strubinger, Assistant Commissioner of Customs; Rear Adm. A. C. Richmond, assistant commandant of the Coast Guard; Capt. F. T. Kenner, chief, Liaison Division, Coast Guard Headquarters; and Capt. F. A. Leamy, Commander, Eighth Coast Guard District.

A press conference was followed by an inspection of New Orleans Coast Guard facilities; a luncheon and harbor tour as guests of the Board of Commissioners, Port of New Orleans aboard the yacht *Good Neighbor*; and a dinner that evening as guests of the city of New Orleans where they were presented keys to the city and "honorary citizenship" certificates.

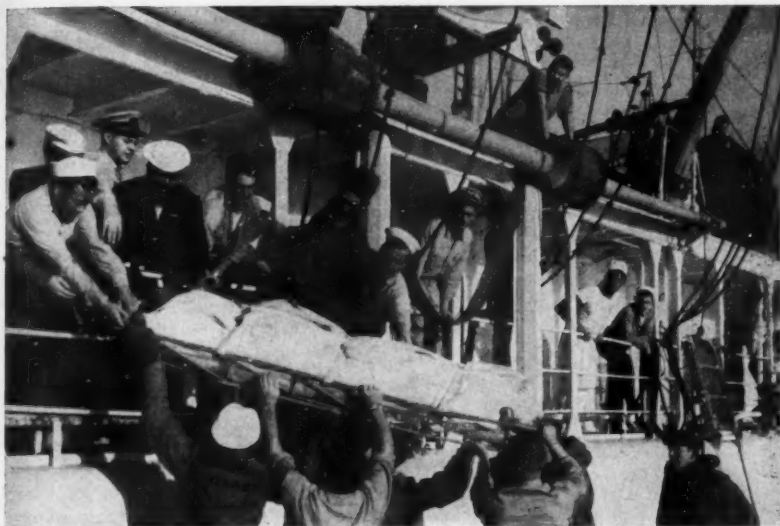
They left New Orleans the next day for Bermuda to begin the last half of the inspection tour that will take them to Puerto Rico, the Virgin Islands and other Caribbean ports.

Sacramento VRTU Is Busy

Under the guidance of LCDR Edward P. Noonan, CO, a busy second quarter of 1953 was scheduled for Volunteer Reserve Training Unit 12-5 at Sacramento, Calif.

Films and lectures were combined at the regular semi-monthly drills during the period from 1 October to 31 December. Instruction in this 12th District Volunteer Unit covered "Rules of the Road," buoys and signals, the 40 mm. gun, small arms, port security, and fire control.

The CGC *Fern* began its first ice-breaking duty of the 1952 season on 28 November at St. Paul, Minn., when ice there was measured at 5 inches. By 5 December the cutter was proceeding down the Mississippi River leading the last tows of the season. This winter she will again assume her ice-breaking duties on the Illinois Waterway.



CREWMEN OF THE CGC *Yakutat* transfer one of the four survivors from a crumpled Cuban DC-4 commercial transport plane which crashed and burned 2 miles off Bermuda 6 December to an Air Force crash boat that sped him to hospitalization ashore. (Story below.)

New Bermuda S & R Group Has Dramatic 1st Rescue

The Coast Guard's establishment of a search and rescue group at the United States Naval Base, Bermuda, paid off recently just 6 days after it was placed in full operation when a Cuban airliner crashed off the island in early morning darkness.

While Bermuda-based Coast Guard aircraft lighted the scene with flares, the 311-foot Coast Guard cutter *Yakutat*, based at Portland, Maine, first vessel assigned to the new SAR group, rescued three out of the four persons found alive. An Air Force crash boat picked up the other.

Commanded by CDR Joe G. Lawrence, of Roanoke, Va., the group, a unit of the Fifth Coast Guard District, is one of seven Coast Guard search and rescue facilities newly placed in the Atlantic and Pacific as part of the military readiness program to meet requirements for

search and rescue coverage in areas with increased sea and air traffic.

The *Yakutat* was at Bermuda as part of an arrangement by the Coast Guard in which vessels, bound for or returning from Atlantic "weather patrol" stations, are assigned to the island between 12 and 15 days at a time to handle SAR duties. The *Yakutat* had just completed a patrol on ocean station "Hotel," 300 miles off Norfolk.

Assignment of large cutters to Bermuda SAR group proved of value when mounting seas forced all craft smaller than the *Yakutat* to return to port.

"Weather Patrol" cutters from the Fifth District affected by the new arrangement include the *Mendota*, based at Wilmington, N. C., and the Norfolk-based cutters *Ingham*, *Chincoteague*, and *Absecon*.

An air detachment, commanded by CDR James A. Cornish, and a rescue coordination center make up the remainder of the Bermuda group. Assigned to the air

detachment are flying boats of the Martin Mariner (PBM) and Grumman amphibian types.

For nearly the past year Coast Guard representatives from the Fifth District have been installing equipment and preparing space at the Bermuda Naval Base for the establishment of the SAR group.

Early in November, RADM Russell E. Wood, commander of the Fifth Coast Guard District, inspected the nearly completed unit. Later in the month the Treasury-Post Office Subcommittee of the House Appropriations Committee, headed by Representative J. Vaughan Gary (of Virginia) toured the group. He was accompanied by Congressmen Gordon Canfield (of New Jersey), Otto E. Passman (of Louisiana), Alfred Sieminski (of New Jersey), Earl Wilson (of Indiana), RADM A. C. Richmond, Assistant Commandant, and CAPT F. T. Kenner, USCG, Coast Guard congressional liaison officer.

Before leaving Bermuda the congressional party witnessed a demonstration of Coast Guard and Air Force rescue equipment at Kindley Air Force Base. This included a rescue drill during which an aircraft crash similar to the one that occurred Saturday was presumed. Also in attendance at the demonstration were pilots, airline executives, aircraft builders and designers, armed forces aviators and other officials of the aircraft industry who were at Bermuda for the fourth annual safety seminar conducted by the Flight Safety Foundation.

Other Atlantic SAR groups are at Argentia, Newfoundland, and San Juan, P. R.

12th Dist. Establishes A Driver Training Program

The 12th Coast Guard District has instituted a driver training program based upon two courses of instruction tailored for different needs but each providing renewed stress upon continuing safety.

Course "B" is intended for all persons presently holding temporary drivers per-

mits and is completed in a single morning during which partial physical examinations are given with respect to vision, hearing, color perception, and the absence of physical handicaps that might impair safe vehicle operation. Psychophysical tests are also conducted. Good and safe driving habits are reemphasized.

Course "A," covering a 5-day period, is planned for personnel who have never held a Coast Guard drivers permit. It has been instituted with Course "B" to insure that every unit assigned a vehicle within the district shall have a sufficient number of well-trained licensed vehicle operators on board. Various testing devices purchased of the American Automobile Association together with films and qualified instructors will all be used for teaching and testing the student drivers.

Commanding officers and officers-in-charge are expected to make full use of the group of trained drivers when a need for replacement or initial assignment occurs.

The Alameda Base will be the unit administering the program with its CO designated the Driver Permit Issuing Officer for the entire district. This officer will schedule class and in the future will control the district's motor vehicle safety program.

Merchant Marine Exhibit At Truxton-Decatur Museum

Former merchant marine officers now in the Coast Guard will be interested in seeing "Our Gallant Merchant Marine," the present exhibit of the Naval Historical Foundation at the Truxton-Decatur Naval Museum in Washington, D. C.

By means of historical manuscripts, paintings, prints, ship models and relics, the Foundation is showing how sea power influenced the national welfare, and points out the technical progress in nautical affairs from the earliest beginnings of the American Merchant Marine to the present time.

The exhibition at the Truxton-Decatur Museum will continue through 1 March, and is open to the public from 1200 to 1730 daily except Monday.



AS HE RETIRES with over 35 years of Federal service behind him, Eric Wilstrup (left), of Portsmouth, Va., receives the Treasury Department's Albert Gallatin Award from LCDR Augustas E. Pittman, CO, Coast Guard Base, Portsmouth. Wilstrup has been working as a carpenter and boat builder at the base for the past several years.

The Gallatin Award, named for the Nation's third Secretary of the Treasury, is given all Treasury Department employees completing at least 20 years of service.

Sixty-five-year-old Wilstrup, a native of Denmark, began his career with the old Lighthouse Service in 1917, and stayed on as a civilian employee after it was made a part of the Coast Guard in 1939. He has been working as a carpenter and boat builder in the Norfolk-Portsmouth area since 1935.

New Warrant Eligibility Lists Being Established

The Commandant has announced that the selection board which has been studying the records of 332 enlisted men, chiefs and first-class petty officers, to establish eligibility lists for future promotions to the warrant grades of boatswain and pay clerk, has finished with the boatswain group and expects to finish with the pay clerks by the end of this month.

About 75 pay-clerk possibilities were considered while some 257 enlisted men were considered for future promotion to boatswain.

The new warrants will be selected from the groups who submitted their applications for appointments in accordance with the new warrant selection program announced earlier.

Other new warrant eligibility lists are expected to be considered and established in the following order: Machinist (naval), radio electrician, pharmacists, photographer, machinist (aviation), ship's clerk, electrician (telephone), gunner and carpenter.

It is expected that the new lists will be exhausted and abolished within 2 years after their establishment, and as new lists are established the older ones will be abolished.

MMC Recommends Security Control Over Harbor Craft

On December the Merchant Marine Council held a public hearing to consider proposed regulations for the control over movements of certain types of vessels in waterfront areas for security purposes under Executive Order 10173, as amended.

However, inasmuch as the limitation of authority set forth in the proposed regulations would have left a large number of small harbor craft outside Coast Guard jurisdiction, to thereby preclude a successful program of control, the Council only recommended that personnel engaged in the operation of junk boats, water taxis, garbage disposal boats and sludge barges or any other craft used to service commercial or Naval vessels in a harbor area of the United States be screened for security clearance and be required to possess a validated merchant mariner's document or captain of the port security card.

Approximately 70 comments were received prior to, or at, the hearings and in addition 15 individuals representing large maritime groups appeared with most of them giving oral testimony concerning the proposed regulations.

The recommended regulations are now being drafted at Headquarters with expectation that such a program will be adopted by early spring.

Made Permanent Ensigns

Ensigns Robert J. Ryan, Joseph A. Macri and William D. Harvey were recently appointed by the President to hold the rank as a permanent grade in the regular establishment following their probationary period in the reserves. These officers are the latest to be so appointed.

The fastest ocean current yet measured in open ocean—10.92 miles per hour was recently reported in the Gulf Stream, 15 miles off Miami.

Revised AD3 Course Issued by CG Institute

The revised Aviation Machinist's Mate Third course (3d Edition) based on the requirements for advancement in rating contained in chapter six, Personnel manual is now available for issue from the Coast Guard Institute.

Designed chiefly to acquaint the potential aviation machinist mate, third class, with the fundamentals of this rating, the AD3 course focuses special attention on the numerous problems in this field.

Aviation subjects covered in the course include use of tools, basic mechanics, aircraft hardware, blueprints and layout, electricity, structures, engines, fuel systems, materials, instruments and propellers.

The Institute has discounted the present Aviation Machinist's Mate Third Course (2d Ed.) and is now accepting applications for enrollment in the newly revised Aviation Machinists Mate Third Course.

CG Institute Publishes Commissaryman Second Course

The Coast Guard Institute has announced that following six months of preparation the Commissaryman Second (1st Edition) course is now available for issue.

Designed chiefly to train commissaryman in the culinary arts, the CS2 course focuses special attention on the numerous problems in this field. Inasmuch as the particulars provided in this course are applicable in both large and small floating, as well as shore units, it is felt that this course is well adapted for use in any Coast Guard establishment.

Subject matter of the course includes menu planning, rations, sales to messes, stocking ship inspections, specifications, stowage, and inventories conservation, insect pests, conservation, safety, baking ingredients, bread faults, pastries, cookery terms and meat cookery.



CAPTAIN W. B. SCHEIBEL, commanding officer of the Air Station, San Diego, Calif., presents the Air Medal to **ENSIGN Donald A. Nystrom**, then ADC, which was awarded by President Harry S. Truman for meritorious achievement. **Robert G. Hauser, AD3**, right, receives a Commandant's Commendation for his rescue of a near-drowning man. (CG Bulletin, Dec. 1952 issue.)

Service Deaths

HARRINGTON, John F., Engineer (LHS) Ret.—10 November; Natural. NOK: Unknown at this time.

CHAPMAN, Wm. A., Keeper (LHS) Ret.—29 October; Cause unknown. NOK: Mrs. Wm. A. Chapman (widow), 425 Oldfield St., Alpena, Mich.

KNOWLES, Wm. H., Senior Laborer (LHS) Ret.—29 October; Cause unknown. NOK: Berlin Knowles (nephew), 1910 Harris Ave., Key West, Fla.

GRENNELL, Charles S., Keeper (LHS) Ret.—5 October; Cause unknown. NOK: Esselda Grennell (widow), 802½ N. Howe St., Ludington, Mich.

PHILLIPS, Frank C., BM1c, Ret.—11 November; Cause unknown. NOK: Mrs.

Lula B. Phillips (widow), Ocean City, Md.

PETTERSSON, John A., EN2, Ret.—9 November; Natural. NOK: Wally Pettersson (widow), 588 Baltic St., Brooklyn.

HARPER, Edgar, Keeper (LHS) Ret.—18 October—New Bern, N. C. NOK: S. E. Harper (son), Rt. 1, New Bern, N. C.

McKILLAP, Robert A., Keeper (LHS) Ret.—10 November; Cause unknown. NOK: Mrs. Julia McKillap (widow), Box 211, Frankfort, Mich.

BRANDER, James, Keeper (LHS) Ret.—12 November; Cause unknown. NOK: Mrs. James Brander (widow), P. O. Box 225, Detour, Mich.

KINNUNEN, Reuben E., LTJG, Ret.—11 November; Natural, Marquette, Mich. NOK: Ester Kinnunen (widow), 510 W. Magnetic St., Marquette, Mich.

BRERETON, Percy H., LT, Ret.—20 November; Natural. NOK: Pierce H. Brerton (son), La Crescenta Plantation, Ocala, Fla.

TIVAC, Tavita, SN—26 November, at Elmo Project 4. NOK: Tauave Tivao (mother), Pago Pago, Samoa.

YATES, Russell Ed., CDR—29 November at Amarillo, Tex. Heart attack. NOK: Marie C. Yates (widow), 5316 42d St., NW, Washington, D. C.

THURLOW, Norman E., CSClk—27 November; Natural at Seattle. NOK: Louise E. Thurlow (widow), 2421 61 St., Southeast Mercer Island, Wash.

McCOOL, Richard L., FN EN—30 November; Pneumonia, Camp Pickett, Va.—CGC *Absecon*. NOK: Alice M. McCool (widow), 255 Bute St., Norfolk.

O'KEEFE, Vernon J., CSC, Ret.—1 December; Natural. NOK: Gertrude O'Keefe (widow), 38 Lawton St., Haverhill, Mass.

MEEKINS, John A., BM1 (L), Ret.—6 December, Heart failure. NOK: Emma D. Meekins (widow), Rodanthe, N. C.

LAWRENCE, Austin D., SN—7 December. Drowned off CGC 64304. NOK: Mr. and Mrs. O. H. Lawrence, 4010 19th St., NE, Washington, D. C.

QUINONES-MEDINA, Jose, Electric Welder, Ret. FLHS, 19 November; Natural.

KENNEDY, Lloyd B., CDR, Ret.—16 December; Natural. NOK: Mrs. Eleanor Kennedy, 2069 S. Averill, San Pedro, Calif.

KUHNS, Leroy E., CDR Ret.—11 December at Seattle at USPHS Hospital.

CG Reserve Training Units May Visit Navy Res. Units

Naval Reserve Training facilities in any of the Atlantic Reserve Fleet Groups have been made available to Coast Guard Reserve Units by the Naval Reserve Training Program in the Atlantic Reserve Fleet. Both Volunteer and Organized Reserve Units located at home ports of the Groups may, upon request, come aboard for occasional visits on drill nights or any other suitable time. The

Group Commander will prepare for Reservists interesting and instructive drill periods, including tours of ships under dehumidification.

Arrangements for such visits should be made through Commandant (PR) by District Commander (dcr) upon the request of the CO of the Reserve Training Unit.

200 Radio Stations Carry Reserve Recruiting Show

A cast of Hollywood picture people recently took over the helms on more than 200 radio stations throughout the country to "Salute the United States Coast Guard Reserve."

The 30-minute program, which was transcribed in Hollywood by arrangement of LCDR Robert C. Cannom (R), included such personalities as Bob Hope, Marilyn Maxwell, John Wayne, Jane Russell, Spike Jones and his entire company, Dorothy Shay, Jerry Colonna, Hy Averbach, and the Armed Forces Radio Service's Orchestra.

Strictly radio entertainment, the program featured actor John Wayne in a dramatic monolog on the work of the men and women of the Coast Guard Reserve. Performers on this show were cleared by the Hollywood Coordinating Committee, the American Federation of Musicians, and the American Federation of Radio Artists.

All Coast Guard Organized Reserve Training Units were serviced by Commandant (CPI) with a publicity packet for recruiting exploitation tie-ins with the radio show when broadcast in their locales.

Postcards returned to Headquarters by program managers, as well as reports received from District Reserve Directors, verify the successful scheduling of this show across the Nation.

The Auxilliary is a group of safety-conscious men who give of their time and effort without any compensation other than the satisfaction of having served their fellow man.



USE OF COMPASS and steering equipment aboard the 311-foot CGC *Absecon* is explained to members of the Richmond, Va., CG Organized Reserve Vessel Augmentation training unit by Carl L. Schmitz, QM2, left, during a routine mobilization drill held at Norfolk.

Reservists, all from Richmond, are from left to right: Robert T. Matthews, SR; Bernard Walsh, SN; John C. Allen, SR; Linwood C. Newton, SR; and Edward L. Miller, SR. The *Absecon* cruised off the Virginia coast during the drill, while reservists were indoctrinated by the ship's crew in all phases of vessel operation. CDR Erling P. Knapp (R) is the CO of the reserve unit.

RETIREMENTS

Effective 1 Dec.

AGE 62

William G. Gillis (X) CDR—LCDR

PHYSICAL DISABILITY

John A. Rylander (X) CDR—CDR
John H. Kieszling (X) CDR—CDR
Andrew F. Hackay (X) LCDR—LCDR
Harry C. Blohm, Ex-LT (R)—LTJG
George A. Hill, CHBOSN—CHBOSN

OVER 30 YEARS SERVICE (HARDSHIP)

Joseph H. Hantman, CHBOSN—LCDR
Floyd M. Meyers, CHMACH—LCDR

SEVERANCE

William R. Layne, (LT) R—LT
(8 months severance pay based on 4 years of service)
(Ranks are present and retired status)

Correction

The picture caption on page 74 of the October *Bulletin* should have read " . . . RADM Arthur G. Hall and CAPT Edwin J. Roland.

More New Organized Reserve Units Authorized

The Coast Guard Reserve program is steadily gaining momentum according to the latest report which lists 73 Organized Reserve Units now authorized. This total represents 55 ORTUPS and 18 ORTAGS and includes 11 Units which have been authorized since November 1952 at the following locations.

ORTUPS at Baltimore (II), Md.; Louisville, Ky.; Takoma, Wash.; Point Pleasant, Long Island, N. Y.; Albany, N. Y.; Hartford, Conn.; Huntington, Long Island, N. Y.; Freeport, Long Island, N. Y.; Baton Rouge, La; and Syracuse, N. Y. One ORTAG was authorized at Portsmouth, Va.

Recently two Coast Guardsmen, Clarence R. Schlichter, BM3, Vincent Caldarola, FNEN, and Richard Leeper, SN, appeared in a sequence of a TV production recently when a Coast Guard harbor patrol boat took part in filming of a rescue of two persons from a distressed yacht.

National Conference CG Auxiliary Convenes 4 Feb.

The Annual National Conference of the United States Coast Guard Auxiliary, civilian small boat organization will be convened at Headquarters on 4 February 1953, it has been announced.

Twelve newly elected Coast Guard Auxiliary Commodores, representing the water safety organization's 13,000 members, will be in Washington for the 3-day conference with Headquarters officers.

Also on hand to discuss the Auxiliary's 1953 program—boatman training, "Courtesy Examination" boarding and assistance to pleasure craft—will be 12 Coast Guard officers assigned as Director of Auxiliary in the Districts. Capt. N. S. Fulford is Chief Director of the Auxiliary. The Coast Guard Auxiliary is now in its 14th year.

The Auxiliary has 403 Flotillas of small boats, private airplanes and amateur radio stations in more than 40 States

and United States territories and in all Coast Guard Districts except the 17th.

Oregon ORTUPS Holds Emergency Test Drill

The Port Security Organized Reserve Training Unit in Portland, Oreg., recently held its first emergency test mobilization at Swan Island. Action plans for the waterfront emergency were studied by Capt. Hans F. Slade, Captain of the Port, Lt. Comdr. J. C. F. Merrifield, port security Reserve commander, and Lt. Comdr. James D. Ellison, port security unit commander.

Sealed orders to be opened at 1630 on the day of the drill were given to each officer and enlisted man in the unit. Every officer and 100 percent of the enlisted personnel responded to the emergency call, many of the men having to drive from 50 to 150 miles to participate.

Following the emergency mobilization drill, the Captain of the Port held a critique for all officers and enlisted men. The result of the drill was a strengthening of the unit's training program so that the men will be better prepared in the future to meet any emergency which may occur.

U. S. N. Atlantic Fleet Cruises Open to Reserves

Quotas for assignments to the United States Atlantic Fleet Reserve Cruises are now open to Coast Guard officer and enlisted reservists who are well qualified for refresher training at sea. Since this is primarily an operating rather than a training fleet, assignment to the Atlantic Fleet Reserve Cruises is considered suitable only for those reservists who have had extended duty aboard ship.

Reservists who qualify for this sea-going refresher cruise may be assigned, as appropriate, to APA, AKA, APD, AD, AO, DD, DDE, DDR, DE, DER or LST duty.

Information concerning these training assignments may be obtained from COM-MANDANT (PR-3) Washington 25, D. C.

Reserve Officers May Enter Security Course

Classes in industrial security are now being conducted at Camp Gordon, Georgia, by the Provost Marshall General under Army Field Forces. Full information may be obtained from COMMANDANT (PR-3), Washington 25, D. C.

The Coast Guard has been assigned a quota of 10 officers for each course. Commissioned officers, in either the regular or reserve establishment, whose training or background fit them for work in protection of industrial plants are eligible.

The course in plant protection, scheduled for 13 April-1 May 1953, teaches uniform standards for protection of plants in those industries which are vital to a national war effort. Methods of conducting security inspections are emphasized.

Also available to eligible Coast Guard officers is a course in the basic principles of security and procedure for the prevention and investigation of crime at industries vital to a war emergency. Classes for this course are scheduled for 16 February-13 March 1953, and 1-26 June 1953.

Boston VTU Attends Naval War College Lectures

Members of Boston Volunteer Reserve Training Unit 1-6 are attending lectures by members of the Naval War College staff as regular drill meetings.

The War College lectures, scheduled monthly from October of 1952 through May of 1953, cover the current world situation, operations problems and their

solution, maritime strategy, offensive and defensive operations, joint operations, and concepts of global war.

In addition to the naval lectures, members of VTU 1-6 have scheduled lectures for the second quarter of 1953 on effects of atomic weapons, counter intelligence corps, and Coast Guard law enforcement.

May Cut Enlistment Time By Joining Reserve Unit

Coast Guardsmen slated to be released between now and 30 June and who agree to join the Volunteer Reserve Organization for a 3-year hitch may be released upon culmination of their present enlistment instead of having to serve the 9- to 12-month extension called for by the Presidential order now in effect. This policy will also apply to Reservists who reenlist.

But those who do not enlist in the Reserve program must serve the additional 12 or 9 months according to the applicable Executive order. All enlisted Reservists must serve the length of active duty required by their particular category.

Executive order of 6 July 1951 extended all enlistments by 12 months while the order of 17 April 1952 extended enlistments by 9 months, but the latter did not affect anyone subject to the former.

Those who enlist in the Reserve, or Reservists who reenlist, will be assigned to active duty. Ratings will be the same as held at the time of discharge.

Enlistees scheduled to be discharged after 30 June 1953 will come under the Armed Forces Reserve Act of 1952, which stipulates that all personnel must serve a total of 8 years (active and inactive service).

In the Line of Duty . . .

NOVEMBER 12, 1952.

*U. S. Coast Guard,**% Chief of Naval Research:*

DEAR SIR: In the recent work on our Contract N6, the CGC *Casco*, located at Ocean Station Echo, was used as one of the three vital stations. Our representative, Mr. Ezra G. Smith, reports that he received every courtesy and cooperation that could be desired from the CO, CDR R. R. Waesche, Jr., and the other officers and men.

Of particular assistance, outside of normal ship operations we should like to mention, besides the CO, LCDR Lavcock for his ideas and aid in inaugurating and maintaining our firing schedule; to ENS Tillian, gunnery officer, and Gunner's Mates Algood and Athens for their assistance in handling and firing the explosives; and to Wier, ETM, for assistance with the installation and operation of our special recording gear.

A sea mount, believed previously undiscovered, was found on the return from Station Echo. It is hoped that this sea mount will be named "*Casco*."

We sincerely appreciate the great cooperation, assistance and hospitality which we received on board the *Casco*.

Sincerely yours,

(S) J. LAMAR WORZEL,
Dept. of Geology, Columbia University.

DEPARTMENT OF STATE,
UNITED STATES INTERNATIONAL INFORMATION ADMINISTRATION,
New York, N. Y., November 20, 1952.

To the Commandant, United States Coast Guard:

DEAR SIR: It is the desire of this office to commend Capt. C. B. Wev, USCG, commanding officer of the CGC *Courier*, for his outstanding conduct of public relations with the press, radio, department officials and visiting foreign dignitaries during the Caribbean and Latin American cruise, and while en route to the Isle of Rhodes, Greece.

An important reason for the success of the many "good-will" visits by the *Courier* has been the complete cooperation and whole-hearted enthusiasm displayed by Captain Wev.

His profound understanding of his ship's mission and his exceptional ability at giving proper exposition to both the technical and the program aspects of that mission mark him as an exceptional commander for the *Courier*.

Very truly yours,

(S) JAMES F. THOMPSON,
Chief, Division of Radio Facilities.

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Historical Supplement . . .

(Reprints from "THEY HAVE TO GO OUT")

Transfer to the Navy (November 1, 1941)

On 16 August 1941, the first step was taken for the transfer of a complete part of the Coast Guard to the Navy. The Honolulu Coast Guard District was transferred by Executive Order on that date to operate as part of the Navy. Previous to this on 11 June, Congress had amended the Coast Guard's 1915 organic act by providing that "The Coast Guard shall be a military service and constitute a branch of the land and naval forces of the United States at all times * * *" By Executive order of 11 September 1941, all units, vessels, and personnel of the Coast Guard under agreement between the Chief of Naval Operations and the Commandant of the Coast Guard, would operate as part of the Navy and the personnel be subject to the laws enacted for the government of the Navy. Finally, on 1 November, the President ordered that the Coast Guard should, from that date, until further orders, operate as a part of the Navy. Immediately and smoothly, the entire Coast Guard began functioning as part of the Navy in accordance with the mobilization plan previously prepared. Coast Guard Districts automatically went under the control of the Naval Districts in which they were located and to whose geographical configuration they had already been harmonized. The respective Coast Guard District Commanders were designated Senior Coast Guard officers, later changed to District Coast Guard Officer. On 30 March 1942, the Coast Guard was designated as a service of the Navy Department to be administered by the Commandant of the Coast Guard under the Secretary of the Navy, in accordance with general directives issued by the Secretary and by the Commander in Chief, U. S. Fleet and Chief of Naval Operations. The larger cutters and patrol boats, capable of offshore operations, had, before the declaration of war, been assigned to the Fleet, Naval Sea Frontier, or Task Forces, for convoy, antisubmarine and patrol duty.

World War II 1941-45

With the declaration of war on December 8, 1941, the Coast Guard was already part of the Navy and its cutters immediately got into action. On May 9, 1942, the CGC *Icarus* sank a German U-boat while proceeding southward from New York on a routine run and took 33 prisoners, including the submarine's commanding officer. The submarine was seen dead ahead about 100 yards distant as the cutter sailed through calm seas just off the Carolina coast. General quarters were sounded and the *Icarus* flashed into action. Speeding forward she reached the spot over the sub and dropped a pattern of depth charges. As she turned to come back for another attack, a terrific explosion occurred in the open sea about 200 yards off the port side. The *Icarus* crossed the spot where the undersea raider was submerged, dropped pattern of charges, and followed up with two single charges in quick succession. Then air bubbles began rising to the surface. Suddenly, the crippled U-boat shot up from below, her bow pointing skyward at a 45° angle. The conning tower burst open, and the submarine crew members scrambled on deck and made for the deck gun. Then the sub started to sink, the Germans jumping into the sea. The vessel suddenly plunged beneath the surface and the engagement was over. LT Maurice D. Jester, the CO of the cutter, was awarded the Navy Cross.

To Be Continued Next Month

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Detroit, Mich.
General Information

FEB 12 1953

Sgt. 1st Class
Einar H. Ingman
U. S. Army
Medal of Honor



"The sergeant charged alone . . ."

THE REDS IN AMBUSH on the ridge had lain concealed, withholding their fire. Now they opened up. The two squads were trapped, their leaders wounded.

Sergeant Ingman took command, encouraging the men to fight. A red machine gun opened fire. The sergeant charged it alone, neutralizing it with a grenade.

Tackling another gun, he was badly wounded. But he reached the gun, and dispatched the entire crew. When his squad reached him, they found Sergeant Ingman unconscious—and 100 of the enemy fleeing.

"Bucking the Communists," says Sergeant Ingman, "takes staying power. The G.I.'s have it. You have, too, when you invest in Defense Bonds."

Bonds are first of all a cash saving for you. But they're also back of our country's *production power*. Which couples up with G.I. *fire power* to keep peace for all of us.

Peace is for the strong! For peace and prosperity save with U. S. Defense Bonds!

Now E Bonds pay 3%! Now, improved Series E Bonds start paying interest after 6 months. And average 3% interest, compounded semi-annually when held to maturity! Also, all *maturing* E Bonds automatically go on earning—at the new rate—for 10 *more* years. Today, start investing in U. S. Series E Defense Bonds through the Payroll Savings Plan where you work.



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